

11. (CURRENTLY AMENDED) A power train for a mobile vehicle comprising: ❖
 an internal combustion engine (1) which drives a reduction gear (4) via a
 hydrodynamic torque converter (3), ~~there~~ and a primary clutch (2) being situated ❖
 between said internal combustion engine (1) and said hydrodynamic torque converter
 (3); and ❖
~~a primary clutch (2) with~~ at least one power take off (6) which ❖
~~communicates~~ communicating with said internal combustion engine (1) ~~and drives for~~ ❖
driving at least one consumer (7) ~~[[,]]~~; ❖
 wherein said torque converter (3) is designed so that when said internal ❖
 combustion engine (1) is under full load, ~~when and~~ said consumer (7) is ~~under full load~~ ❖
~~and~~ not activated and the vehicle is stationary, ~~a so-called stall point~~ said internal ❖
combustion engine (1) is operated close to its maximum torque. ❖
12. (CURRENTLY AMENDED) The power train according to claim 11, wherein ❖
 when said consumer (7) is activated, said primary clutch (2) is actuated in an opening ❖
 direction ~~until~~ so that said internal combustion engine (1), under full load, does not drop ❖
 below its maximum torque. ❖
13. (CURRENTLY AMENDED) The power train according to claim 11, wherein ❖
 when said consumer (7) is activated, said primary clutch (2) is actuated in an opening ❖
 direction until said internal combustion engine (1) ~~assumes~~ reaches a desired rotational ❖
 speed. ❖
14. (CURRENTLY AMENDED) The power train according to claim 11, wherein ❖
 said internal combustion engine (1) ~~has a smooth~~ power train facilitates torque build-up ❖
 in said internal combustion engine (1). ❖
15. (CURRENTLY AMENDED) The power train according to claim 11, wherein ❖
 said torque converter ~~has a great~~ minimizes slip to facilitate absorption of torque ❖
 absorption. ❖
16. (CURRENTLY AMENDED) The power train according to claim 11, wherein ❖
 when said consumer (7) is activated and said service brake is actuated, said primary ❖
 clutch (2) is completely disengaged ~~actuated entirely in an opening direction~~. ❖
17. (CURRENTLY AMENDED) A method for actuating ~~[[the]]~~ a primary clutch ❖
 (2) in a power train of a mobile vehicle having at least one internal combustion engine ❖
 (1) which drives ~~[[the]]~~ a reduction gear (4) via ~~[[the]]~~ a hydrodynamic torque converter ❖
 (3), ~~there~~ the primary clutch (2) being situated between said internal combustion engine ❖

(1) and said hydrodynamic converter (3), ~~the primary clutch (2) with~~ and a power take off (6) ~~communicates~~ communicating with said at least one internal combustion engine (1) and ~~drives~~ driving a consumer (7), the method comprising the steps of:

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by the consumer (7) and in a stationary vehicle, ~~a so-called stall point~~ said internal combustion engine is operated close to a maximum torque at a stall point; and

actuating said primary clutch (2) ~~[[in]]~~ toward an opening direction, when said consumer (7) is actuated, ~~until~~ so that said internal combustion engine (1) does not drop below a maximum ~~necessary~~ torque.

18. (CURRENTLY AMENDED) A method for actuating a primary clutch (2) in a power train for a mobile vehicle having at least one internal combustion engine (1) which drives a reduction gear (4) via a hydrodynamic converter (3), said primary clutch (2) being located between said at least one internal combustion engine (1) and said hydrodynamic converter (3), and ~~having~~ a power take off (6) ~~which communicates~~ communicating with said at least one internal combustion engine (1) and ~~drives~~ driving at least one consumer (7),

designing said hydrodynamic converter (3) so that when said internal combustion engine (1) is a under full load, not activated by the at least one consumer (7) and in a stationary vehicle, ~~a so-called stall point~~, said internal combustion engine is operated close to a maximum torque at a stall point; and

~~actuating~~ adjusting said primary clutch (2), when said consumer (7) is actuated in the opening direction, until said power take off (6) assumes a predefined rotational speed[[,]].

19. (CURRENTLY AMENDED) The power train according to claim 11, wherein said primary clutch (2) is actuated toward the opening direction when a service brake is actuated ~~in the opening direction~~.

20. (CURRENTLY AMENDED) The power train according to claim 12, wherein in case of ~~a slipping~~ slippage of the primary clutch (2), a ~~[[great]]~~ reduction of the reduction gear (4) is engaged ~~in the reduction gear (4)~~.